

MARINE MEMORANDA

Diurnal Record of Things Afloat and Ashore.

LURLINE MEETS DISASTER

Lightship Afloat and Fast to Dock at Fort Canby—Imaum's Five Thousand Fine Cancelled—Steamship Coulsdon Due Down, and Costa Rica In.

The following letter received yesterday, by Collector of Customs W. L. Robb, of the port of Astoria, from the secretary of the department of labor and commerce at Washington, is, it is hoped, the last bit of history of the recent trip of the British steamship Imaum, to this port:

"This department is in receipt of your letter dated the 26th ultimo, transmitting an application (file No. 23) by S. C. Pemberthy, for relief in the matter of a penalty not exceeding \$5000, reported to have been incurred through a violation of the act of February 15, 1893, in the case of the British S. S. 'Imaum,' which arrived at your port from Shanghai via Kuchinotzu, in water ballast, without proper consular bills of health, September 19, 1895.

(Here follows Captain Pemberthy's affidavit) "Bill of health stating that the vessel is entirely free from doubtful circumstances," is produced from the Kuchinotzu branch office of the quarantine station of the port of Nagasaki.

"The department understands from your statement and the correspondence submitted, that certificate of the health officer has been granted under act of February 15, 1893, and that there is no sanitary reason for excluding the vessel from entry.

"You will refrain from proceedings for the enforcement of the fine. If the money has been deposited to the credit of the treasurer, you will please specify the place of deposit, and the number and date of the certificate."

The steamer Lurline, while en route from Portland to this city yesterday, had the misfortune to smash both her port cylinder-heads. She was just rounding into Mayger's landing at 12:30 o'clock p. m. when the steel cross head abaft the port cylinder cracked open and fell apart and the piston shot on through the cylinder carrying away both heads and shattering them to fragments; it dashed forward through two wooden doors and a bulkhead through two up its career at the oven door of the big range in the galley, bending and twisting the steel door until it will not half close. On its forward flight it caught the second cook Chin Lung, on the right shoulder and back, braving three ribs, and bruising his right leg slightly. Captain Larkin immediately lowered a boat and sent it over to Stella for Dr. Barker, who was soon on board and gave all needed attention to the injured man, who was taken to a stateroom and made as comfortable as possible under the circumstances. The accident caused but little excitement aboard; in fact, many of the 30 passengers did not know anything had happened until told of it after the steamer was again under way. The Lurline came down on very fair time, arriving here at 8 o'clock. She made sixteen revolutions to the minute with one side working and made her usual calls en route. She left up with a good freight manifest and after a week devoted to repairs will resume her run, the steamer Undine, in the meantime supplying her run.

At 2 o'clock yesterday afternoon the Columbia bar lightship, No. 5 stranded for the past eight days on Peacock sands, was hauled into deep water by the steamer Melville of the Callender Navigation Company, her own crew aiding in the pleasing outcome by a line made fast to a mushroom anchor, stationed by the Melville yesterday noon. As soon as the beleaguered vessel was on an even keel in Baker's Bay the Melville towed her to the dock at Fort Canby where she was made secure. There she will await department orders, which will arrive soon, and it is thought providing for her dry-docking and refitting at the proper time and place. The work of saving her has been well done, and she is in comparatively excellent condition. She is leaking some but not enough to seriously impede her progress to Portland, if that be the official issue.

The following is apropos of the foregoing matter:

Portland, Oct. 16.—Captain Byrnes and Chief Engineer Wilson of the light-house tender Manzanita, left today for Seattle to bring lightship No. 67, which is completing repairs at Seattle, to the mouth of the Columbia river, where she will take the place of lightship No. 50. Lightship No. 76 is now taking the place of No. 67 at Umatilla reef and will remain at her present station till No. 50 is ready to go back to the mouth of the river.

No. 50 recently broke adrift from her moorings at the mouth of the river and went ashore, was pulled into deep water today and brought to this city.

The steamer Telegraph was missed at her Callender pier berth yesterday. She is undergoing certain changes in her motive power department at Portland, and will be off the run for a week or perhaps longer. The change from coal to oil burning will make a radical saving to the owners, it costing \$80 per day to drive her with coal, while oil as fuel will cost but \$36 per day, and give her the same power and speed as heretofore.

Word was received in this city yesterday afternoon that the steamer Sue H. Elmore had arrived safely at Tillamook City, in the teeth of a heavy northeast gale, with a smashing sea behind at the bar.

The Callender Navigation Company's steamer Jordan will be laid off the Cathlamet run for a few days to have her bottom scraped, and her hull and housing painted afresh. The Vanguard will take her run in the interim.

The steamer Whittier arrived in yesterday morning from San Francisco en route to Portland. She came up the bay under a full head of fog and drove her stem into the Smiths Point sands, but worked herself off in a short while, and continued her oily way to Portland, "tanks" to a good stout engine and men who knew how to handle her.

The steamer Eureka from Portland for San Francisco, with 2,900 tons of grain arrived down yesterday morning and passed out to sea.

The steamer Cascades from San Francisco came in yesterday forenoon and left up for Portland.

The steamer Despatch was another arrival from San Francisco. She docked at the Callender piers and discharged a few tons of freight, and left up for Stella where she will drop another consignment, after which she will proceed to Portland and discharge her cargo, going thence to Vancouver to load for the Bay City.

The ship Henry Villard left up for Portland yesterday morning under tow of the Harvest Queen, the latter vessel carrying also a cargo of 2500 cases of salmon.

The lighthouse tender Heather is still at Portland on special duty in relation to her sister ship the sunken Manzanita. Captain William Gregory was an over-Sunday visitor with his family here, returning to his ship via the Portland expresse last evening.

The steamship Costa Rica from San Francisco was due here yesterday, but failed to appear at the O. R. & N. piers. She will probably berth during the early hours of this morning. She is in the place of the splendid ship St. Paul, but nothing to compare with the vessel she supercedes.

The bar pilot-schooner Joseph Pulitzer will, it is expected, leave down for Fort Stevens dock today, where the finishing touches will be put on her and she will go out on her station in the next 48 hours.

The schooner Sacramento was wrecked on Sunday last on the open coast four miles north of Coos Bay. She was lumber laden, from Marshfield for San Francisco, and cargo and vessel are totally lost.

Captain J. M. Ayers, manager for the Oregon Rafting Company, of Stella, and here in charge of the stranded sea raft in Young's Bay, informed a reporter of the Astorian yesterday afternoon that the contract between his company and the concern operating the dredger that was to have undermined and floated the huge bunch of piles, has been cancelled upon orders from San Francisco. It is barely possible the raft may cut herself out of her present bed of sand, her tremendous weight accelerating the action of the tides in this behalf. Her bow water for 70 feet aft has deepened remarkably in the last few days. If this does not transpire, another big haul upon her will be set up on the high tides due here on the 28th, 29th and 30th of the present month, and in default of her freedom then, she will be allowed to rest where

she is until spring, all proper precautions being taken to safeguard her and the shipping entering and leaving port.

C. E. Mitchell, receiving clerk on the Callender docks posted a big white and black sign at the dock entrance yesterday mornig, bearing the legend "The steamer Telegraph will not run between Portland and Astoria for one week." About 1:30 p. m., a man walked up to the sign, read it carefully, and then strolled up to Mitchell's window and blandly asked him "how soon the Telegraph would get in?" Mitchell had a spasm on the spot and the poor stranger is still wondering why the Telegraph didn't come down yesterday.

The British steamship Coulsdon is due here from Portland, today, enroute for the Orient.

HAPPY RESULTS

Have Made Many Astoria Residents Enthusiastic.

No wonder scores of Astoria citizens grow enthusiastic. It is enough to make anyone happy to find relief after years of suffering. Public statements like the following are but truthful representations of the daily work done in Astoria by Doan's Kidney Pills.

W. R. McIntosh, whose place of residence is at 593 Harrison avenue, says: "For years I suffered very much from lameness and soreness across the small of my back. To turn in bed gave me painful twinges and when I was not working but simply standing around there was a constant aching over my hips. The kidney secretions gave me no end of trouble. I often thought I had gravel so painful were the secretions in passing, I read about Doan's Kidney Pills and got a box at Charles Rogers' drug store on Commercial street. On taking them I soon noticed an improvement in my condition and the pain across my back was soon wonderfully relieved. Though I did not take Doan's Kidney Pills as regularly as I should have done they did me a great deal of good."

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MAJ. ROESSLER HERE

Accompanied by Captain Ross of Light House Service.

INTERVIEW OF INTEREST

Work on Jetties Made Subject of Official Comment—Party Here to Arrange for Repairs on Lightship—Chinook Not Now Available.

Major W. S. Roessler, United States engineer in charge of the district, and Captain Albert Ross, assistant lighthouse inspector, arrived in Astoria on the A. & C. train last evening, and this morning will leave for Fort Canby, to make an inspection of the lightship No. 50, and perfect arrangements for her removal to the drydock for repairs.

Both Major Langfitt and Captain Ross stated that they could not discuss intelligently, the condition of the lightship, until they had made a survey of the vessel. They stated however, that the vessel would be taken to Portland for repairs that might be found necessary. They considered it doubtful if the vessel could be floated until the high tide on the 28th of the present month. The plan is then to drag her through Baker's Bay, and bring her to deep water at the head of Sand island.

While discussing the lower river project freely, Major Roessler refused to make a definite statement regarding the condition of the bar.

"All we know, is what we know officially," he said, "and that has been said before. When the department last took sounding, some time last June, there was 24 feet on the bar, at mean low tide. How the condition has changed since, I of course know nothing.

"But do you not think, Major, that the bar may have shoaled, as the result of the removal of the dredge Chinook," was asked.

"Oh, I hardly think so," was the response. "Of course, as I have said, I have no official knowledge of changes that may have occurred since our last survey was made, but I do know we have dumped a pile of rock along that jetty, and I am of the opinion that this will more than offset any harm that may have resulted from the removal of the dredge.

"When asked as to the department's attitude regarding the Chinook, and the results she had accomplished, Major Roessler stated that the Chinook was removed because it was found impracticable to operate a dredge of so great a draught, on the bar.

"She was too expensive to maintain," he said. "When she worked it was all right, but too many days she was unable to work, on account of the roughness of the bar. The expense, however, went right on whether she worked or not, and this made the proportionate cost too high.

"It is the intention of the department however, to place the Chinook back on the bar, as soon as the jetty effects a sufficient deepening of the channel, so that she can operate with feasibility. Of course I have no idea when that will be. The future of the Chinook, as well as the future of the jetty, depends largely on the amount of money appropriated. The big dredge will not be operated during the winter months. But when the weather is favorable she will again resume work—it may be next summer and it may not."

Major Roessler's attention was called to the fact that along the lower river it was the consensus of opinion that a north jetty was needed in order to effect a sufficient deepening of the bar, and that resolutions along that line had been passed by the Astoria Chamber of Commerce. He replied that there was no change in the status of the north jetty project, as far as the department was concerned—that it was the intention to construct the north jetty as soon as the south one was completed, but that funds must first be available.

Captain Ross stated that light house tender Manzanita, which was sunk off Puget Island, in a collision with the dredge Columbia, would be raised, but at the expense of the Port of Portland commission.

"According to the testimony of the captain of the McCracken, the master of the Manzanita was in no way to blame. I understand that they propose to resort to law, but never-the-less they will undoubtedly pay for the raising of the ship."

Both Major Roessler and Captain Ross will leave for Fort Canby this morning, either on the steamer Nahcotta or the quartermaster steamer Guy Howard. After inspecting the light-



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ship, and making the necessary arrangements for her removal, they will return to this city today, and leave on the train for Portland tonight.

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